

The Hong Kong Daily Press.

No. 5778

日初月五子丙午光

HONGKONG, THURSDAY, JUNE 1st, 1876.

四月大英 港華

PRIOR \$24 PER MONTH.

Arrivals.

May 31, FU-YUAN, Chinese steamer, 600, A. Grand, Shanghai 27th May, General O. M. S. N. Co.
May 31, LONGBEY, British s.s., 1,796 E. M. Gilson, Shanghai 28th May, Mills and General, P. & O. S. N. Co.
May 31, YESSO, British steamer, 559, J. E. DUNIHAG, Foochow 28th May, Amoy 29th, and Swatow 30th. Tea and Trade, D. LARPLAINE & Co.
May 31, MALACCA, British s.s., 1,030 E. M. Edmund Yokohama 24th May, General P. & O. S. N. Co.
May 31, SALVADOR, Spanish s.s., 615, D. Bermingham, Takao 29th May, Sugar, Remexio & Co.
May 31, NORTHERN STAR, British bark, 338, J. Brown, Sagon 15th May, Rice, ORENSH.
May 31, VENICE, German Frigate, 2,000, 14 guns, Commodore Count Monti, Herodotus 22d April.
May 31, DEDICAL, British s.s., 1,639, R. J. Brown, Liverpool 13th April, Malacca 22nd, Port Said 27th, Suez 30th, Aden 21st May, Penang 21st, and Singapore 23rd, General—BUTTERFIELD & SWINE.

Clearances.

AT THE HARBOUR MASTER'S OFFICE,
MAY 31st.
Fleets, for Nowchow.
Maharajah, str., for Bangkok.
Lostick, for Foochow.
Caroline Behn, for Toulon.
Candia, str., for Foochow.

Departures.

May 31, LUU, for Foochow.
May 31, NAMOA, str., for East Coast.
May 31, ANNA, for Manila.
May 31, CHARTER OAK, for New York.
May 31, BOMBAY, str., for Yokohama.
May 31, ASIA, str., for Saloum.
May 31, NYING, str., for Canton.
May 31, MENZALEH, str., for Yokohama.

Passengers.
ARRIVED.
Per Lombardy, str., from Shanghai.—
For Hongkong.—Meers, A., Shunck and A. Bernbein, and 78 Chinese. For Venice.—Mr. and Mrs. E. B. Chapman, Mr. and Mrs. Thompson, For Southampton.—Avon Cheshire.
For Hongkong.—Meers, S. E. Burrows and Poolecker, and 8 Chinese, deck, For Venice.—Meers, A. Meers, and G. Whitfield.
Per Fu-Yau, str., from Shanghai:—
130 Chinese.
Per Yeo, str., from East Coast:—
Captain, Mr. W. M. Macmillan, Taylor, T. H., and 100 Chinese, deck.
Per Australia, str., from Liverpool, &c.—
Mr. Dempsey and 150 Chinese.

DEPARTED.
Per Teheran, str., for Shanghai.—
Meers, S. E., and Harry Williams.
Per Maharatjah, str., for Bangkok.—
20 Chinese.
Per Caroline Behn, for Toulon.—
6 Chinese.

Reports.

The Spanish steamer *Balduz* reports left Manila on 26th May, and had fresh N.E. winds throughout.

The Spanish steamer *Sabedero* reports left Takao on 29th May, and had variable winds and much rain.

The British bark *Northern Chief* reports left Saigon on 18th May, and Capo St. James on the 20th, and had light West and S.W. winds up till the 25th, in lat. 16° 10' S. and long. 114° E., the strong N.E. monsoon and heavy squalls to port.

The Chinese steamer *Fu-Yuan* reports left Shanghai on 27th May, and had moderate breezes from the Southward until the morning of the 30th; then northerly winds to arrival. Passed the steamer *China* on the 28th at 1 p.m., and a Chinese gunboat at 11 a.m. same day, both bound North. On the 29th at 7.25 a.m. passed the steamer *Chinchin*, bound North. Passed one of Holt's steamers at 6.30 same day, bound North. Passed a steamer, name unknown, off Breaker Point on the 30th, bound North.

The British steamer *Yesso* reports left Foochow on 28th May, Amoy on the 29th, and Swatow on the 30th. For Foochow, had light winds, and the sea smooth, though the *Yesso*, Amoy to Swatow, had light and variable winds and cloudy weather. In Foochow, the steamships *Vilna*, *Glenfarne*, *Braemar*, *Castile*, *Montgomery*, *MacGregor*, and *Gladstone*. In Amoy, the str. *Achilles*, and *B.M.S. Nestor*. In Swatow, the str. *Cleopatra*, *Footman*, *Hochland*, *Admiral*, and *Orion*. On the 30th, the *Yesso* passed the steamer *Amoy*, bound North, and the steamer *Footman*, bound North, bound the River Min. On Nine Pins, passed the steamer *Bombay*, bound North.

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The British steamer *Desolation* reports left Liverpool at 10.30 a.m. on 13th April, and had fresh N.E. winds down the Channel; from there to Manila had variable winds, arrived on the 28th at 10 a.m. and had light winds, though the *Desolation*, from thence to Port Said had Easterly winds and high seas, which was made at 8.30 p.m. on the 28th, and left again at noon on the 27th; arrived at Suez at 3 p.m. on the 29th, and sailed at noon on the 30th, had light variable winds down the Red Sea; arrived at Aden at 4 a.m. on 6th May, and left again on the 8th at 10 a.m.; had strong variable winds and high seas, though the *Desolation*, on the 21st, had light winds, and the *Desolation*, on the 22nd, had strong variable winds and high seas, though the *Desolation*, on the 23rd, had light winds, and the *Desolation*, on the 24th, had light winds, and the *Desolation*, on the 25th, had light winds, and the *Desolation*, on the 26th, had light winds, and the *Desolation*, on the 27th, had light 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THE CHRONICLE AND DIRECTORY
FOR 1876.
With which is incorporated
THE CHINA DIRECTORY.THIS Work, in the FOURTEENTH
year of its existence,NOW READY FOR SALE.
It has been compiled and printed at the
Daily Press Office, as usual, from the best
and most authentic sources, and no pains
have been spared to make the work compre-
hensive in all respects.In addition to the usual varied and
voluminous information, the "CHRONICLE
AND DIRECTORY FOR 1876" contains a

CHROMO-LITHOGRAPH

OF A
PLAN OF VICTORIA, HONGKONG;
THE
FOREIGN SETTLEMENTS OF
SHANGHAI.A Chromo-Lithograph Plate of the
NEW CODE OF SIGNALS IN USE AT
THE PEAK;

also of

THE VARIOUS HOUSE FLAGS
(Designed expressly for the Work.)

MAPS OF HONGKONG, JAPAN,

P. & O. COMPANY'S ROUTES,
AND
THE COAST OF CHINA;

also the

NEW CODE OF CIVIL PROCEDURE—
HONGKONG;besides other local information and sta-
tistics corrected to date of publication, tending
to make this Work in every way suitable
for Public, Mercantile, and General Officers.The present Volume also contains a
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now the only publication of its kind for
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* * * The Daily Press.

HONKONG, JUNE 1st, 1876.

The Report drawn up by Dr. DENNYS, for

the Hongkong Chamber of Commerce, on

the newly opened ports of T'ing-chow, in

Hainan, and Hoi-how, in Tongku, has

just come to hand. It contains a mass of

information, much of which will be very

useful as a guide to those engaged in com-

merce for some time to come. We have

already given our readers a sketch of the

resources of Hainan and of the proba-

bilities of trade in that island, but there are

several points touched on in Dr. DENNYS's

Report which have not been hitherto

noticed. The first subject treated is certainly

a very important one, namely, the dangers of

navigation. There are two routes from

Hongkong to Hoi-how; one known as the

"direct" the other as the "inshore" route.

The dangers of the latter are considerable,

and a fresh and detailed survey is, Dr.

DENNYS avers, urgently called for. The

difficulties of navigation from New-kow

to Hoi-how can indeed scarcely be

exaggerated. A description of them is given

and illustrated by a neatly lithographed

plan of the routes to and from Hoi-how.

There is also a plan of the anchorage at that

port. This is, as we have before stated, ex-

ceedingly bad, being remarkably shallow, and

exposed on nearly all sides to the fury of the

typhoons which frequently pass over Hainan.

The typhoons, generally, according to the

natives, give ample notice of their approach,

and none of extreme severity have visited

Hoi-how for the last five years. In addition

to typhoons, Hoi-how is subject to sudden

squalls which are destructive to the lighter craft.

The difficulties of effecting a landing are by no means insconsiderable.

Practically, says Dr. DENNYS, "communication for the purpose of landing or embark- ing cargo is, at spring tides, cut off between ships and the shore, from the third quarter of the day until the first quarter of the flood has been made; while at neaps the cessation of communication extends over a still longer period. The junkmen often wade out to small craft anchored within a mile of shore." As Dr. DENNYS remarks, dredging might do something towards improving the approach as regards boats, but it is very doubtful whether the Chinese could—especially as no improvement in the anchorage for ships can be effected—be induced to undertake the work.

Concording the towns of Hoi-how and

Kiong-chow, Dr. DENNYS gives some fresh

intelligence. Hoi-how is the chief place for

business, and that's all on a small scale.

But though there is an absence of wealth,

there are few mendicants. The wants of

the people are few, and it is stated

that there is not a merchant in the place

worth a thousand dollars. But compared with Kiong-chow, which derives all its importance from being the seat of local government, Hoi-how is opulent and thriving. It is, as Chinese towns go, fairly well built and tolerably clean. The principal industries are rice-milling, dyeing, junk-building, basket-making, &c., with numerous rice-mills and some small silversmith shops. In fact, the manufacturers of the town are very limited, and those of Kiong-chow still more so. The estimated population of Hoi-how is 12,000 souls; that of Kiong-chow is not known. The distance between the two places is a little under four miles, the roads not bad, and the scenery pretty. Chairs, ponies, and wheelbarrows are the means of transit, and the latter are the most popular. The inhabitants have, in a rule, displayed the utmost civility towards foreigners, and there appears every reason to believe that this desirable condition of things will continue. The boat accommodation of the port, so far as passenger traffic is concerned, is very fair, but the facilities for transhipment are not the best. Among the imports, raw and uncleaned cotton is imported for despatch to Man-chow, situated a few miles inland to the north-eastern side of Hainan, where an active manufacture of cotton goods is carried on. It is thought that cotton yarn would find a good market at this place. Native dealers are of opinion, too, that cotton goods will find a fair market at Hoi-how. Probably something could also be done with aitaine dyes, which are at present used to a small extent.

A attempt to commit suicide was made by Mr. E. F. ADDYMAN yesterday morning. Mr. ADDYMAN, as is well known, is in the employ of the Hongkong and Whampoa Steamship Company, and is engaged in a suit against Messrs. DUNNE and BROWN. The circumstances have increased the interest felt by the public in the progress of the case. It is stated that no difficulties had arisen between Mr. ADDYMAN and his employers, but he had not been to the office for the last two days in consequence of a severe attack of rheumatism, and had been slightly confined to a medical man with his throat. It is not known who made an attempt on his life. The doctor dressed his wounds and then had him taken to the Civil Hospital. Information was given to the police, and a constable has been told off to guard the unfortunate man. The wounds are of a superficial nature, and the patient is now in no danger, but is suffering from weariness and depression of spirits.

A very pleasant entertainment was given on Tuesday evening in the Sailor's Home. There was a good attendance of seamen, and a number of ladies and gentlemen were also present. Capt. THOMAS occupied the chair, and he was glad to find the ladies and gentlemen present that it had originated in the request of the crew.

Mr. SHARP replied that the crew had been asked to go to the Sailor's Home, and that he had given the sailors much pleasure to go to the request, and to find the ready way in which the sailors had given up their room for the purpose. He wished to express the thanks of the trustees to those who had come forward to read and sing, and to the Artillery Minutemen, who were going to give a performance. Although they might not be able to sing, they would be welcome to the sailors.

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